

**Utah Transportation Commission Meeting
Agenda Item Fact Sheet**

Commission Meeting Date: November 15, 2013

Agenda Item #: 5A-7

Agenda Item Title: 2014 STIP Amendment #2

SR-145; Pioneer Crossing Extension to SR-73 (PIN 11349) – Funding Adjustment

Presented by: Bill Lawrence

Background:

Region 3 is requesting to add \$5.8 million to the SR-145; Pioneer Crossing Extension to SR-73 (PIN 11349) project, currently programmed at \$23 million.

The recommendation would transfer \$778,000 from the SR-73; Ranches Road to Redwood Road Project (PIN 8182), which is in closeout and has available balance, and \$1.3 million from the I-15; S Payson Interchange to Spanish Fork River project (PIN 10262), which is under construction and anticipated to come in under budget. Each is currently programmed at \$7,837,566.62 and \$32,237,943.78, respectively.

The additional \$3.8 million required would come from statewide balance available from previously closed capacity projects.

Exhibits/Handouts: Project Location Map

Audio/Visual:

Commission Action Requested:

☐ For Information/Review Only
☒ For Commission Approval

Motion Needed for Approval:

Approval to add additional funding to the SR-145; Pioneer Crossing Extension to SR-73 project, as detailed

Fact sheet prepared by: Robert Pelly

Fact sheet reviewed by senior leader: Bill Lawrence

Date submitted:

November 7, 2013



**Utah Transportation Commission Meeting
Agenda Item Fact Sheet**

Commission Meeting Date: November 15, 2013

Agenda Item #: 5B

Agenda Item Title: State Infrastructure Bank Loan (SIB) Request – Cedar City

Presented by: Bill Lawrence

Background:

- Cedar City is requesting the Transportation Commission approve a loan from the State Infrastructure Bank for the purpose of the completing additional work on the South Cedar City Interchange.
- The following construction priorities are being utilized to make the project whole:
 - Construction of NB Off-Ramp and SB On-Ramp
 - Construct DDI and realign Cross Hollow Road
 - Lower vertical profile of Cross Hollow to provide standard 16'-6" clearance
 - Construct NB parallel Off-Ramp to provide additional deceleration length
 - Maintain existing flyover for future livestock and pedestrian overpass
 - Maximize remaining area of surplus property
 - Landscaping
- Loan using simple amortization:
 - Loan Amount Requested: \$722,000 @ 1.06% interest
 - Total # of Periods: 4, at \$185,308.47 payment per period
 - First payment due one year from receiving the funding
- There is available balance in the SIB to handle this request.

Exhibits/Handouts: State Infrastructure Bank Guidelines
Cedar City Amortization-Chart

Audio/Visual:

Commission Action Requested:

☐ For Information/Review Only
☒ For Commission Approval

Motion Needed for Approval:

Approval of the SIB loan request from Cedar City, as detailed

Fact sheet prepared by: Robert Pelly

Fact sheet reviewed by senior leader: Bill Lawrence

Date submitted:

11-4-2013

***Utah Department of Transportation
Programming Division***



STATE INFRASTRUCTURE BANK FUND

**PROGRAM DESCRIPTION
(Revised July 2013)**

***Utah Department of Transportation
4501 South 2700 West
Salt Lake City, Utah 84119-3600
(801) 964-4468***

State Infrastructure Bank Loan Fund Guidelines

The purpose of the State Infrastructure Bank (SIB) Loan Fund is to provide loans and assistance to improve transportation infrastructure in the State of Utah. The program is intended to be an innovative financing tool that will offer financing options not previously available in meeting infrastructure needs.

The Transportation Commission will receive and review requests for loans from the SIB. The following are guidelines that the Commission may use in evaluating the requests for these loans:

- No one entity can borrow more than 25% of the total fund.
 - This would allow a minimum of four loans. (If after a year, and not enough requests are made, this rule may be relaxed to allow a higher percentage of the total fund).
 - Projects having a direct benefit to the State Highway System are exempt of the 25% limitation.
- Interest rate tied to of the State of Utah bonding rate and loan duration
 - Loan term 0-3 years: + 0.5%
 - Loan term 4-7 years: + 0.75%
 - Loan term 8-10 years: +1.0%
 - Interest rate applied may be the current rate on the date of Commission approval.
- For acceptable applications, the project review and prioritization may include but not be limited to consideration of the criteria outlined below:
 - Requests of shorter terms. (Creates an increased opportunity to apply for these revolving funds).
 - Projects using the SIB loan as a smaller percent of the total project.
 - Projects designed and ready to be advertised.
 - Projects that will encourage enhance and/or create economic benefits.
 - Projects that improve safety, reduce congestion, etc...
 - Projects with high public support
 - Projects having the most secure sources of funding to repay the SIB loan.

Amortization Chart



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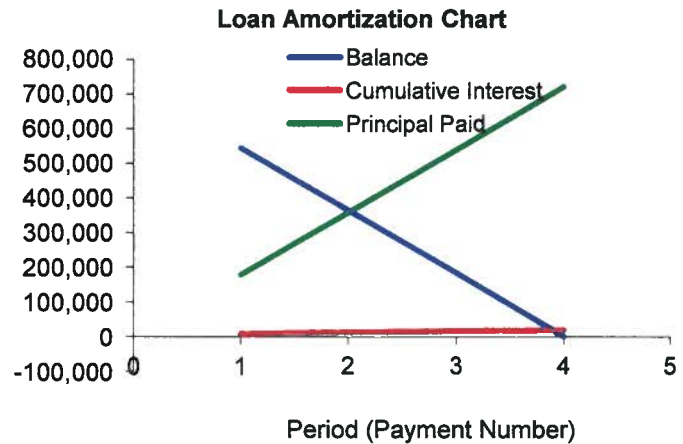
HELP

Rate = 0-3 + .5%, 4-7 + .75%, 8-10 +1.0%

0.31%

Loan Amount (pv)	722,000
Interest Rate (rate)	1.06%
Total # of Periods (Nper)	4

Payment per Period	\$ 185,308.47
Total Interest Paid	\$ 19,233.87



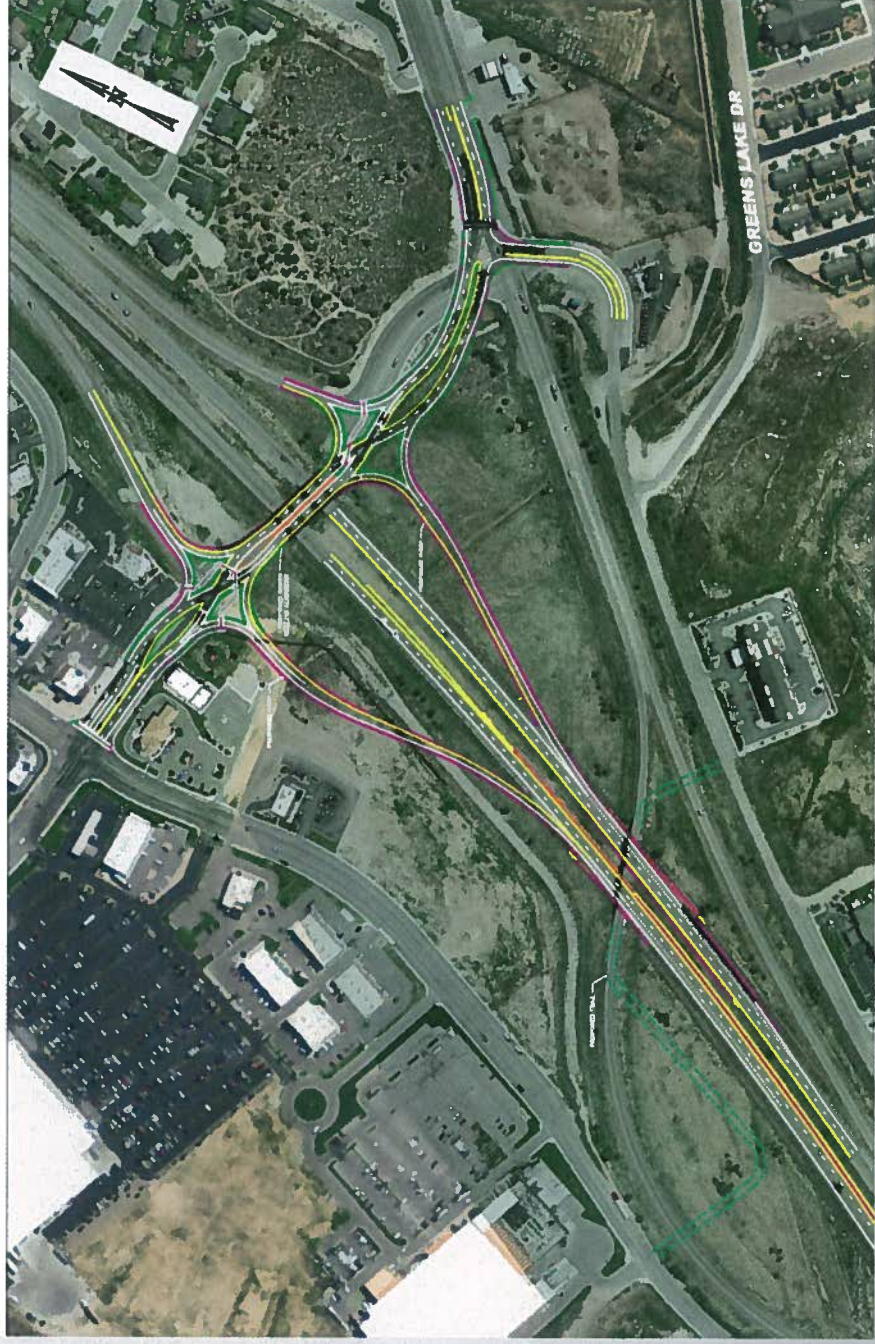
Period	Payment Amount	Interest	Cumulative Interest	Principal	Principal Paid	Balance
					\$	722,000.00
1	185,308.47	7,653.20	7,653.20	177,655.27	177,655.27	544,344.73
2	185,308.47	5,770.05	13,423.25	179,538.41	357,193.68	364,806.32
3	185,308.47	3,866.95	17,290.20	181,441.52	538,635.20	183,364.80
4	185,308.47	1,943.67	19,233.87	183,364.80	722,000.00	0.00
#N/A	-	-	-	-	-	-
#N/A	-	-	-	-	-	-
#N/A	-	-	-	-	-	-
#N/A	-	-	-	-	-	-
#N/A	-	-	-	-	-	-
#N/A	-	-	-	-	-	-

South Cedar Interchange

Summer 2014

UDOT Region 4
Cedar City

DDI Interchange



Benefits

- Eliminates Left Turn Bays
- Reduces Traffic Queues
- Maintains Pedestrian Access
- Extends Service Life

Project Scope

- ❑ Construction of NB off ramp and SB on ramp.
- ❑ Construct DDI and realign Cross Hollow Road.
- ❑ Lower vertical profile of Cross Hollow Road.
- ❑ Construct NB parallel off ramp.
- ❑ Maintain existing flyover for future livestock and pedestrian overpass.
- ❑ Maximize remaining area of surplus property.
- ❑ Landscape Interchange.

Funding

Current Funding Plan:

- \$10,422,616 (UDOT & City)
- \$ 7,750,000 FY 2015 (NHPP_IM)
- \$ 1,250,000 FY 2014 (STP_SU_JHC)
- \$ 72,616 STP_SU_JHC Local Match
- \$ 1,100,000 Local Contribution (Cash & SIB)

Schedule

- Complete Design – November 2013
- Advertise – December 2013
- Construct – March - October 2014

**Utah Transportation Commission Meeting
Agenda Item Fact Sheet**

Commission Meeting Date: November 15, 2013

Agenda Item #: 5C

Agenda Item Title: Additional State Funds for the 2014 Vernal and Moab Airport Projects

Presented by: Bill Lawrence

Background:

As part of the 2014-18 SCIP (Statewide Airport Capital Improvement Program), pavement preservation projects were approved by the Transportation Commission on July 19, 2013, for the Vernal and Moab Airports.

Recent FAA 139 inspections* at these airports identified a need for new pavement marking work to improve safety. The current request for both airports is to use the previously approved preservation funding, along with additional state funds, to complete these necessary safety projects with limited pavement preservation work.

* FAA 139 inspections are annual inspections by the FAA at Commercial Service airports

Exhibits/Handouts: Project Cost Estimate Breakdowns

Audio/Visual:

Commission Action Requested:

☐ For Information/Review Only

☒ For Commission Approval

Motion Needed for Approval:

Approval of an additional **\$85,500** in state funds for the 2014 project at the **Vernal Municipal Airport.**

Current funding: \$54,000 State funds, \$6,000 Local match, \$60,000 Total

Proposed funding: \$ 139,500 State funds, \$15,500 Local match, \$155,000 Total

Approval of an additional **\$45,000** in state funds for the 2014 project at the **Moab - Canyonlands Municipal Airport.**

Current funding: \$112,500 State funds, \$12,500 Local match, \$125,000 Total

Proposed funding: \$ 157,500 State funds, \$17,500 Local match, \$175,000 Total

Fact sheet prepared by: Matthew Swapp

Fact sheet reviewed by senior leader: Bill Lawrence

Date submitted:

November 5, 2013

SCIP PROJECT SCOPE	
AIRPORT:	Canyonlands Field
FUNDING YEAR	FY 2014
PROJECT TITLE:	Pavement Preservation –Seal Coat and Paint
Project Funding:	
State Grant Amount:	\$112,500
Sponsor Match:	\$12,500
Total amount Available:	\$125,000
Project Scope/Description:	
<p>Purpose: Fog Seal and Re-Mark Runway 3/21, connector taxiways, and parallel Taxiway A. Remove “ghost” markings on Runway 3/21.</p> <p>Need: Regularly maintaining asphalt pavement by crack and fog sealing prolongs the life of the existing pavement. The airport pavement is exhibiting some raveling and cracking. Sealing the pavement now will slow the deterioration process and extend the timeframe needed before future repaving. The airport pavements were last sealed in 2011.</p> <p>Detailed scope of work items:</p> <ol style="list-style-type: none"> 1. Project design, bidding, and construction observation by engineer. 2. Contractor will fog seal Runway 3/21 and taxiway pavements with emulsified asphalt rejuvenator. 3. Contractor will re-stripe Runway, Taxiways and Apron pavement markings per specifications of FAA AC 150/5340-1L (Current). 4. Contractor will remove “ghost” markings on Runway 3/21. <p>See enclosed site map and opinion of probable cost.</p>	

SCIP PROJECT SCHEDULE	
AIRPORT:	Canyonlands Field
FUNDING YEAR	2014
PROJECT TITLE:	Pavement Preservation –Seal Coat and Paint
SCHEDULE	
MILESTONE	DATE
Design Kick-off Meeting	9/25/2013
Plans, Specifications and Estimate Review	12/15/2013
Project Advertisement	1/1/2014
Bid opening	2/1/2014
Notice to Proceed	2/15/2014
Project Completion	6/1/2014

SCIP PROJECT SCOPING ESTIMATE			
AIRPORT:	Canyonlands Field	STATE GRANT AMOUNT:	\$125,000
FUNDING YEAR	2014		
PROJECT TITLE:	Pavement Preservation –Seal Coat and Paint		
SCOPING ESTIMATE			
ITEM		COST	
Engineering and Administration Fees ²		\$12,000.00	
Construction Inspection Fees ²		\$11,000.00	
Construction Costs ³		\$146,170.00	
Total		\$169,170.00	

¹ If scope differs from the project description, a new project description will be assigned along with a new SCIP rating.

² Negotiated Engineering, Administration and Construction Inspection. Documentation must be provided if requested. All fees must not exceed 16.2% of the total project cost.

³ Attach Scoping Estimate with major work items and associated unit costs.

RECOMMENDED FOR APPROVAL:

Division of Aeronautics

Date

APPROVED BY THE UDOT TRANSPORTATION COMMISSION ON:

Date

ARMSTRONG CONSULTANTS, INC.
861 ROAD AVE.
GRAND JCT., CO 81501

CANYONLANDS FIELD
UDA #
ACI #
BID DATE: 2013

OPINION OF PROBABLE COST (RE-MARK TO AC 150/5340-1L)

Pavement Maintenance-Fog Seal and Re-Mark Runway 3/21, Parallel Taxiway, and Connector Taxiways

ITEM	QUAN.	UNIT	OPINION OF PROBABLE COST		Percentage of total
			EST. PRICE	EXTENSION	
1 Mobilization-Fog Seal/Remark	L.S.	L.S.	\$ 5,000.00	\$5,000.00	3.0%
2 Emulsified Asphalt Pavement Sealer & Rejuvenator (with Sand)	60,425	S.Y.	\$ 0.80	\$48,340.00	
3 Emulsified Asphalt Pavement Sealer & Rejuvenator (without Sand)	33,645	S.Y.	\$ 0.70	\$23,551.50	28.6%
4 Temporary Pavement Markings	33,355	S.F.	\$ 0.60	\$20,013.00	13.9%
5 Pavement Markings	33,355	S.F.	\$ 0.70	\$23,348.50	11.8%
6 Pavement Marking Removal	8,639	S.F.	\$ 3.00	\$25,917.00	13.8%
					15.3%
TOTAL SCHEDULE I				\$146,170.00	86.4%
SPONSOR ADMINISTRATION				\$500.00	0.3%
DESIGN ENGINEERING				\$11,500.00	6.8%
FIELD ENGINEERING				\$11,000.00	6.5%
TOTAL ENGINEERING				\$22,500.00	15.4%
ESTIMATED SUBTOTAL PROJECT COST				\$169,170.00	100.0%
90% of total cost				\$152,253.00	
Utah Division of Aeronautics Grant Available				\$112,500.00	
Sponsor Match Available				\$12,500.00	
Total Budget Available				\$125,000.00	

NOTE: There is insufficient budget available to seal the entire airport. Project will be bid out and awarded in quantities that will meet the agreed upon budget

**Utah Transportation Commission Meeting
Agenda Item Fact Sheet**

Commission Meeting Date: 11/15/2013

Agenda Item #: 6

Agenda Item Title: UDOT Quality Program Update

Presented by: Todd Jensen

Background:

UDOT has identified Quality as one of their emphasis areas to achieve their goals and to support the Governor's cornerstones. UDOT will work to become a national leader in quality. They will prioritize quality processes through the coordination of their new quality management division and work to ensure that consistent and best practices are employed throughout the Department.

This discussion will focus on the benefits of a Quality Program to UDOT, and UDOT's work plan for implementing the program.

Exhibits/Handouts: None

Audio/Visual: Power Point Presentation

Commission Action Requested:

☒ **X** For Information/Review Only

☐ For Commission Approval

Motion Needed for Approval:

Fact sheet prepared by: Deni Archuletta

Fact sheet reviewed by senior leader: Randy Park

Date submitted: 10/31/13

A Quality Program

Presented by:

Todd Jensen

Utah Department of Transportation
Statewide Quality Manager



Why a Quality Program for UDOT?

- Research has shown successful organizations have a culture of “Kaizen”. In Japanese this means “change for the better”.
 - Culture of never ending efforts for improvements
 - Involves everyone in the organization, managers and workers alike.
- UDOT is recognized nationally as a leader in transportation. To continue as a leader we need to embrace the “Kaizen” culture.



Why a Quality Program for UDOT?

- Every successful business in the world has some form of quality program.
- UDOT has identified Quality as one of our Emphasis Areas. Developing and implementing a Quality Program is UDOT's OFI (Opportunity for Improvement).



What are the Benefits of a Quality Program?

- 1) Improved and innovative processes
- 2) Improved customer focus and satisfaction
- 3) Elimination of defects and waste
- 4) Consistency
- 5) Focus on continuous improvement
- 6) Reduced costs and better cost management
- 7) Improved organizational performance

Outcome: Quality Transportation in Utah

Results of a Quality Program in Action (Learn from our Past Experience)

I-15 CORE

The contract required the design builder to develop a Quality Program for the project.

- A QMP (Quality Management Plan) was developed that:
 - Met ISO 9001 Standards
 - Addressed ALL elements of work on the project
 - Was approved by the Department
 - Was a “Living Document”

Results of a Quality Program in Action (Learn from our Past Experience)

The Department developed its own plan to oversee the design builder’s Quality Program.

- Our planning, procurement, and contract administration processes received ISO 9001 certification.

*This was a first on a UDOT construction project, and a rarity for highway projects.

Results of a Quality Program in Action (Learn from our Past Experience)

Results

- Do it right the first time
 - 61,632 Items were Inspected
 - 862 non-conformances
 - 98.6% compliance!
- 1.8% contract value in change orders
 - 5-6% Industry Average
 - Reduction of 1% represents \$11 Million in Project Savings
- \$260 Million under budget
- Completed ahead of schedule
- Excellent Quality
 - Schedule
 - Budget
 - Final Product

UDOT Quality Program Work Plan

Initial focus of program will be
preconstruction and construction

- Beneficial for all UDOT Projects

UDOT Quality Program Work Plan

Steps:

1. Inventory of existing quality processes
2. Identify industry best practices
3. Gap analysis - Compare UDOT quality processes with industry best practices. Make improvements as necessary.
4. Develop process based QMP's for Preconstruction and Construction
5. Develop audit plans and procedures - Risk assessment will define priority.
6. OFI Process. Continuous Improvement - Improve QMP's based on audit findings
7. Training
8. Organizational Structure & Communication Plan for Quality Program. These must enhance "Quality as a Culture", not as an extra cost or add on.
9. Measures of effectiveness. Tie back to Department strategic direction & performance measures.
10. ISO 9001 certification of Quality Program.

Quality Program Potential Return On Investment

FY 2013

- UDOT awarded 186 construction contracts with original contract values in excess of \$359M
- UDOT authorized \$21M (5.8%) in change orders on these contracts
- A reduction in change orders of 1% saves the department \$3.6M

Program Funding and Schedule Requirements

	<u>Funding</u>	<u>Duration</u>
Process Evaluation	\$212,600	2 Months
Quality Management Plans & Auditing	\$196,800	2 Months
Training	\$49,700	1 Month
Effectiveness, Structure, Communication	\$46,600	1 Month
Certification	<u>\$65,600</u>	<u>1 Month</u>
TOTAL:	\$571,300	7 Months

Question and Answers



**Utah Transportation Commission Meeting
Agenda Item Fact Sheet**

Commission Meeting Date: November 15, 2014

Agenda Item #: 7

Agenda Item Title: FY2014 Culvert Improvement Program

Presented by: Cory Pope

Background:

Many of the pipe culvert systems servicing the State highway system have exceeded their intended design life. In recent years we have seen several failures, and UDOT has undertaken an effort to inventory and identify critical locations where pipe culvert repair or replacement should be initiated.

In April 2013, the Commission programed \$2,000,000 towards addressing drainage culverts on State Highways. These funds were distributed equally to our four Regions, and have been programmed towards the most critical needs. Since the funds became available for use in October 2013, UDOT would like to present to the Commission how the funds are being utilized.

Exhibits/Handouts:

Audio/Visual:

Commission Action Requested:

☒ For Information/Review Only

☐ For Commission Approval

Motion Needed for Approval:

Fact sheet prepared by: Bill Lawrence

Fact sheet reviewed by senior leader: Cory Pope

Date submitted:

November 7, 2013

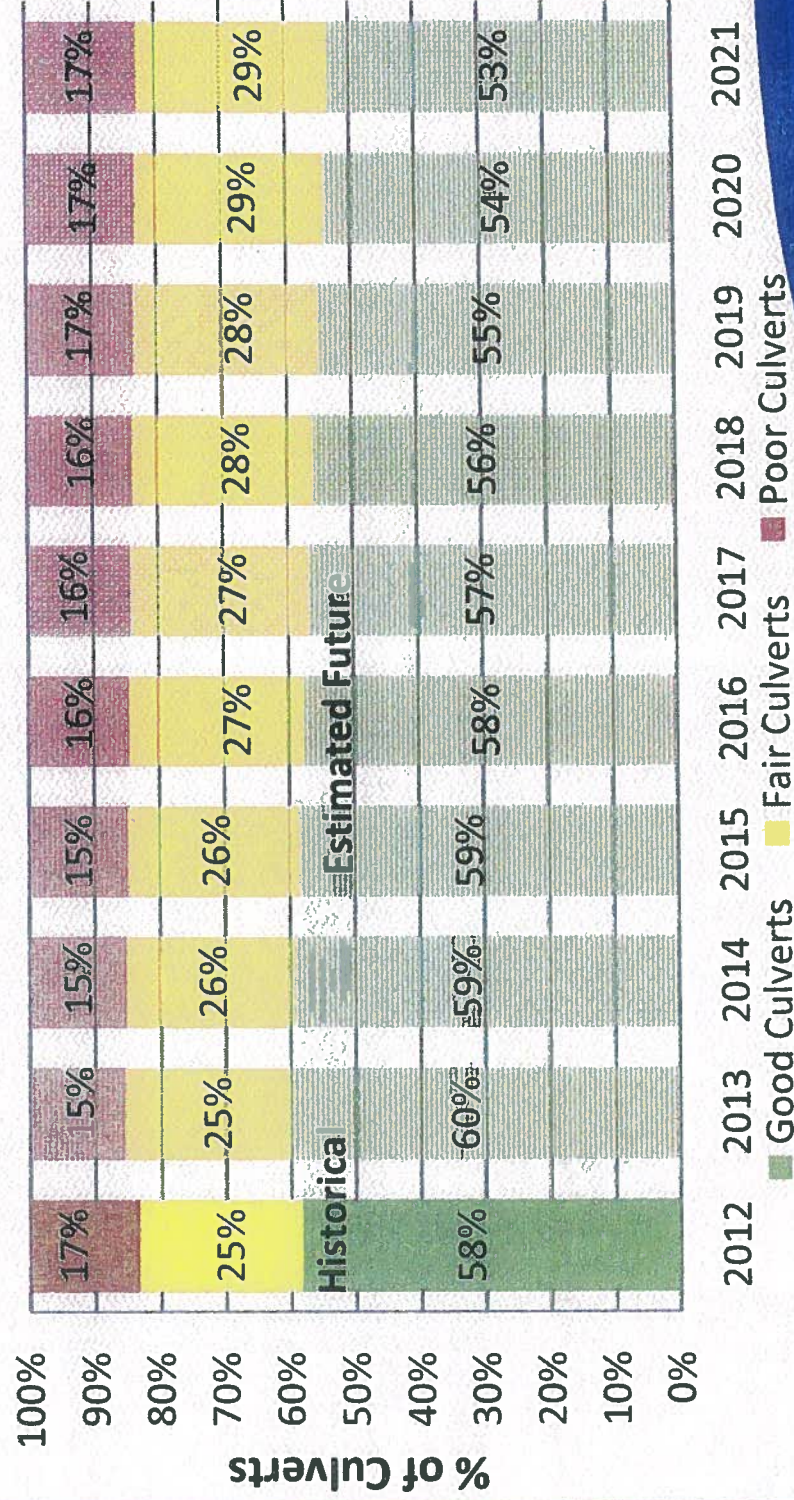
Culverts

Culvert Data Summary

• Good	17,232	58.5%
• Fair	7,254	24.6%
• Poor	4,979	16.9%
– Distortion Severe	47	
– Corrosion Severe	68	
– Sedimentation	4864	

Culverts

Statewide Highway System
Culvert Quality- Forecast with \$2.5M Investment



Funding Recommendations

Asset

• Structures

• Culverts

• Signs

• State Funded

• Structures

• Culverts

Funds

• \$20.2 M

• \$15.2M – FY 2017

• \$5M – FY 2014

• \$2.0 M

• \$1 M

• \$5M

• \$.5M

UDOT Culvert Improvement Program - FY2014

Region 1

Route	Location	Treatment
US-89	SR-193 to Cornia Drive (various)	Slip-line
SR-53	Lincoln Ave. to US-89 (various)	Upgrades
SR-66	Porterville to Morgan (various)	Upgrades
SR-83	MP 23.2	Slip-line
SR-126	1300 North	Replacement

Region 2

Route	Location	Treatment
I-80	MP 108.8 to MP 111.8 (10 locations)	Slip-line
SR-201	I-215 Interchange (4 locations)	Slip-line
SR-201	MP 7.9 to MP 8.2 (3 locations)	Slip-line

Region 3

Route	Location	Treatment
US-40	MP to MP (Various locations Daniels Canyon)	Slip-line

Region 4

Route	Location	Treatment
I-15	MP 131.63, MP 158.34, MP 163.63	Slip-line
I-70	MP 6.14, MP 7.11, MP 7.15, MP 7.25	Slip-line

**Utah Transportation Commission Meeting
Agenda Fact Sheet**

Commission Meeting Date: November 15, 2013

Agenda Item: 8

Subject: Marda Dillree Corridor Preservation Acquisition Request – US 89

Background: Protective Purchase – Tony Arnone / Heritage Property Mgmt.

- The property is located on the SW corner of Cherry Lane & Highway 89 in Layton. This property is owned by Tony Arnone dba Heritage Property Management.
- The property is zoned CP-1, planned neighborhood commercial. Maverick made an offer on the property last year but Layton City did not approve the change of use because of the proposed expansion of US-89.
- The property is 2.137 acres and has appraised for \$838,000 which is \$9 per square foot. The home on the property offers no contributory value.
- The property is in the path of the US-89 expansion.

Exhibits: Map of area

Advisory Council Recommendation

Approval

X

Decline

Commission Action Requested:

Authorization to obligate Marda Dillree Corridor Preservation Revolving
Loan Funds

Prepared by: Dian McGuire
Presented by: Lyle McMillan

Advisory Council Date: November 5, 2013

Marda Dillree Corridor Preservation Budget & Obligations

Balance Forward: \$8,848,625

Revenue: \$434,287

Property Purchase & Expenses: (\$925,251)

WDC	Robert Law	vacant land	10/21/13	-\$920,000
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N/A	Misc Expenses	-\$5,251
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Fund Balance as of 11/13/13 **\$8,357,661**

Funds Obligated, But Not Yet Disbursed

Corridor	Owner	Type of Property	Commission Approval	Amount	Status
MVC	GLB Properties	Industrial	3/6/12	\$555,000	Pending
WDC	Harvey	vacant land	9/3/13	\$718,500	Doc Prep
WDC	Schultz	vacant land	9/3/13	\$1,800,000	Closing
WDC	Stillwater / Brighton Homes	vacant land	9/3/13	\$1,275,275	Doc Prep
WDC	Land Solutions / Stonefield	vacant land	9/3/13	\$1,883,000	Doc Prep
SR-9	Elkert / Longley	vacant land	10/1/13	\$154,000	Closing

Total Obligated, But Not Yet Disbursed: \$6,385,775

FUND BALANCE	\$1,971,886
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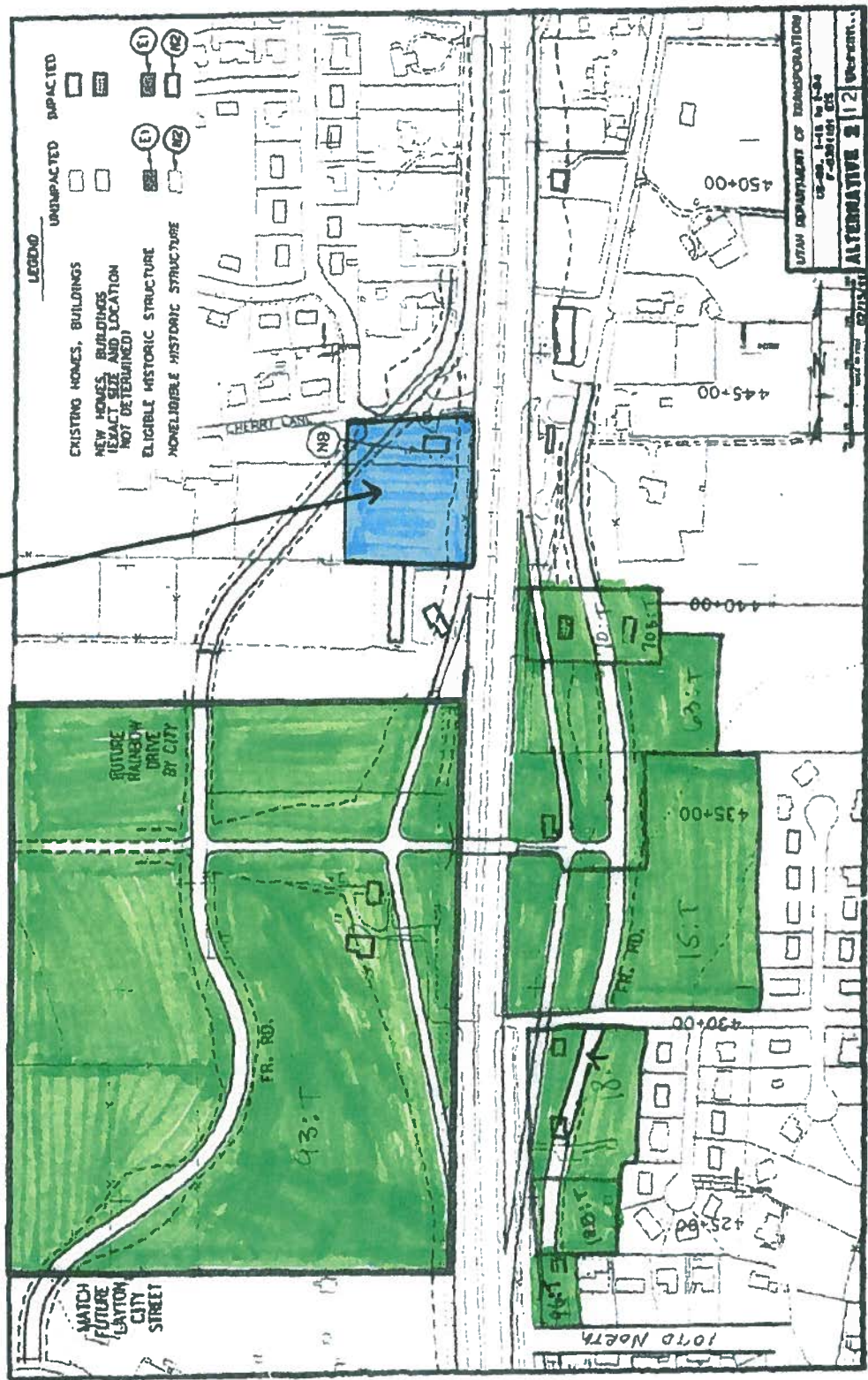
Applications Pending

Corridor	Owner	Type of Property	Date of Advisory Council	Amount
US-89	Tony Arnone	vacant land	11/5/13	\$838,000

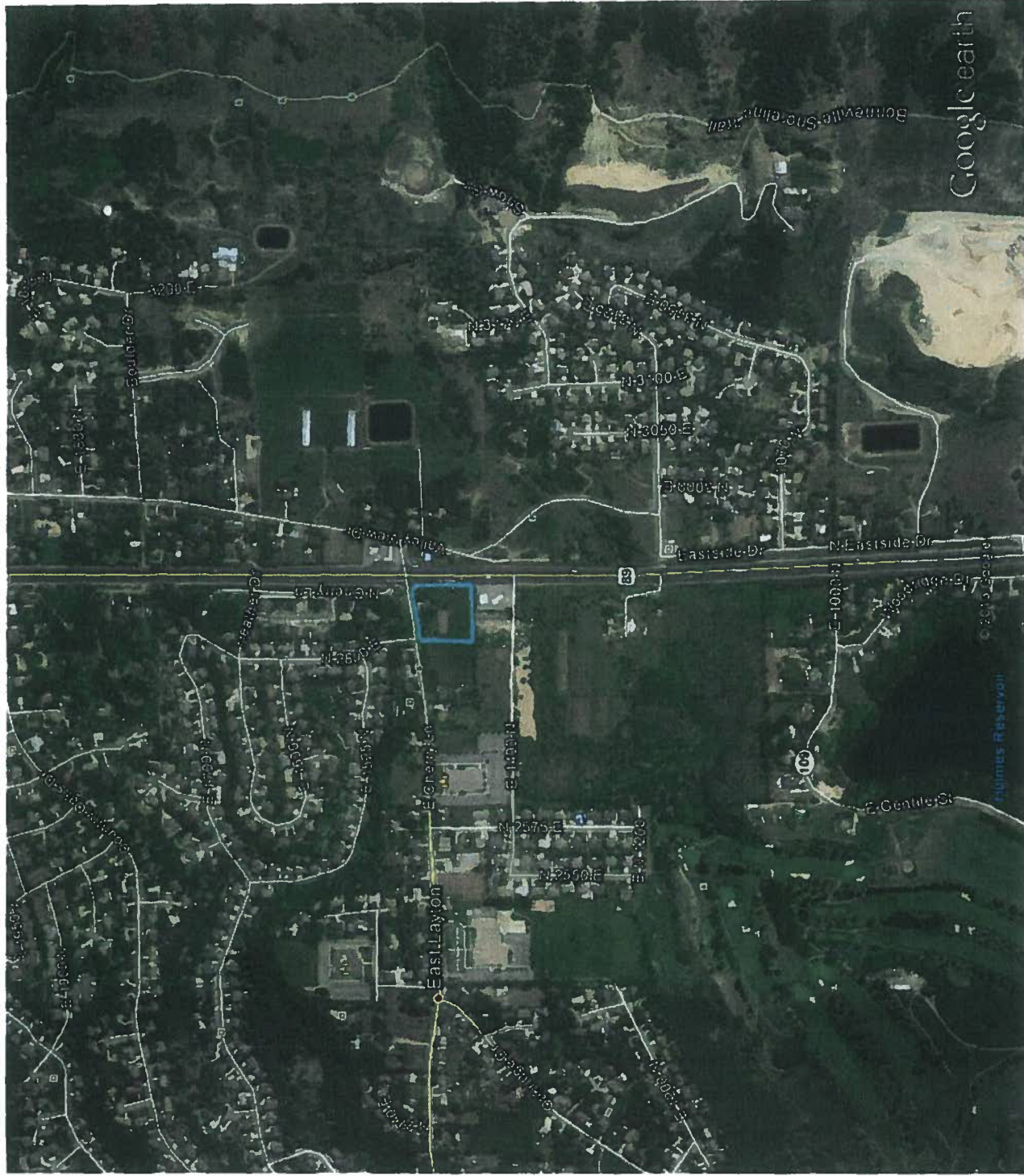
Estimated Total of Requests: \$838,000

Balance if all applications are approved:	\$1,133,886
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Property of
Tony Arnone



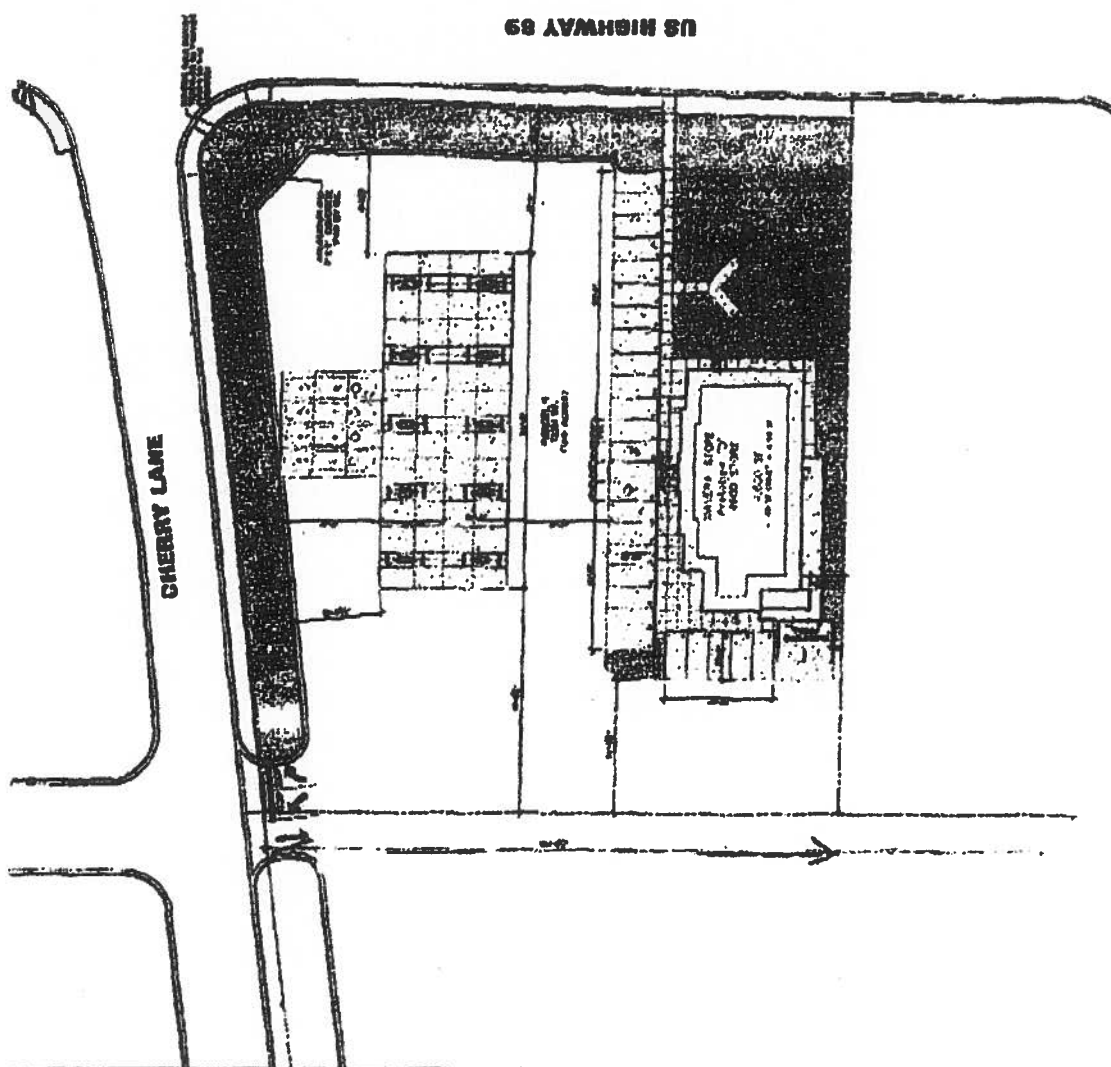
North →



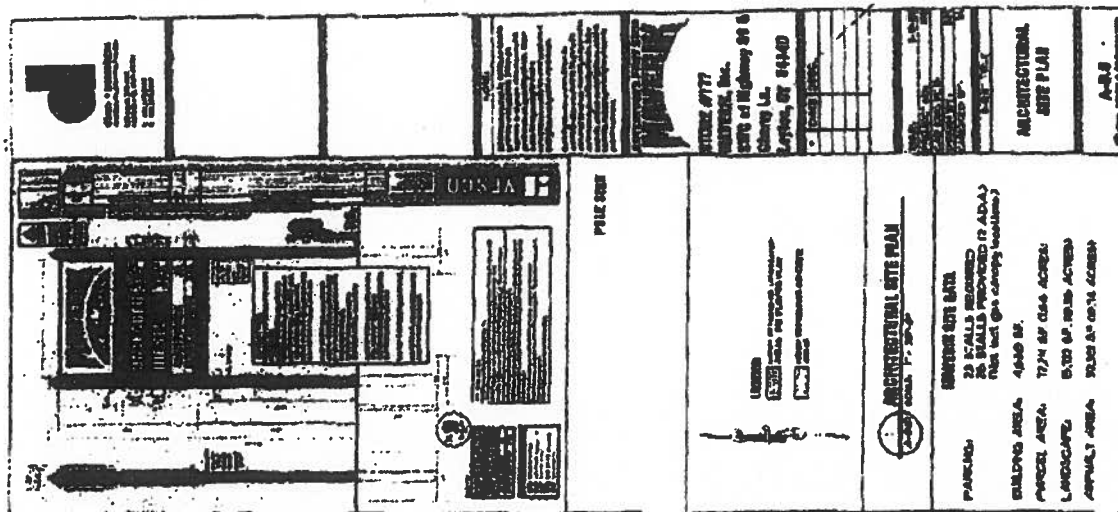
Google earth

feet
km





68 LAMNIN SN



**Utah Transportation Commission Meeting
Agenda Item Fact Sheet**

Commission Meeting Date: November 15, 2013

Agenda Item #: 9

Agenda Item Title: Property Exchange with Mr. Winkel
(Frontage Road realignment at SR-77/I-15 Interchange in Springville)

Presented by: Teri Newell

Background:

- F.McKay and Gloria Winkel and Richard Winkel jointly own a tract of commercial land located at approx. 302 South 2000 West, Springville
 - Appraised value: \$560,000 (Area: 1.900 acres; Exhibit 1)
- UDOT owns a tract of mixed use land located at 148 S 150 W American Fork originally purchased for the I-15 CORE project (surplus parcel 2179:TQ)
 - Appraised value: \$425,000 (Area: 1.72 acres; Exhibit 2)
- UDOT owns a tract of mixed use land located at approx. 200 S 400 E Layton originally purchased for the South Layton Interchange project (surplus parcel 3:STA)
 - Appraised value: \$175,000 (Area: 1.326 acres; Exhibit 3)
- UDOT would like to obtain the Winkel property in Springville in order to close the existing Frontage Road access to SR-77. This access would close after the relocation of the Frontage Rd on the west side of the SR-77/I-15 Springville Interchange is completed and open to the public (2200 West; Exhibit 4).
- Mr. Winkel would like to assemble the UDOT surplus property in Layton into his existing property to develop it uniformly. He wants to buy the UDOT surplus property in American Fork to list it.
- Mr Winkel will pay \$40,000 to UDOT at closing. This property exchange will benefit UDOT and the property owner.

Exhibits/Handouts: Exhibits 1 through 4

Audio/Visual:

Commission Action Requested:

☐ For Information/Review Only

☒ For Commission Approval

Motion Needed for Approval:

Approval of property exchange

Fact sheet prepared by: Dan Avila

Fact sheet reviewed by senior leader: Teri Newell

Date submitted: 11/4/13

EXHIBIT 1
Winkel parcel near I-15/SR-77 Springville

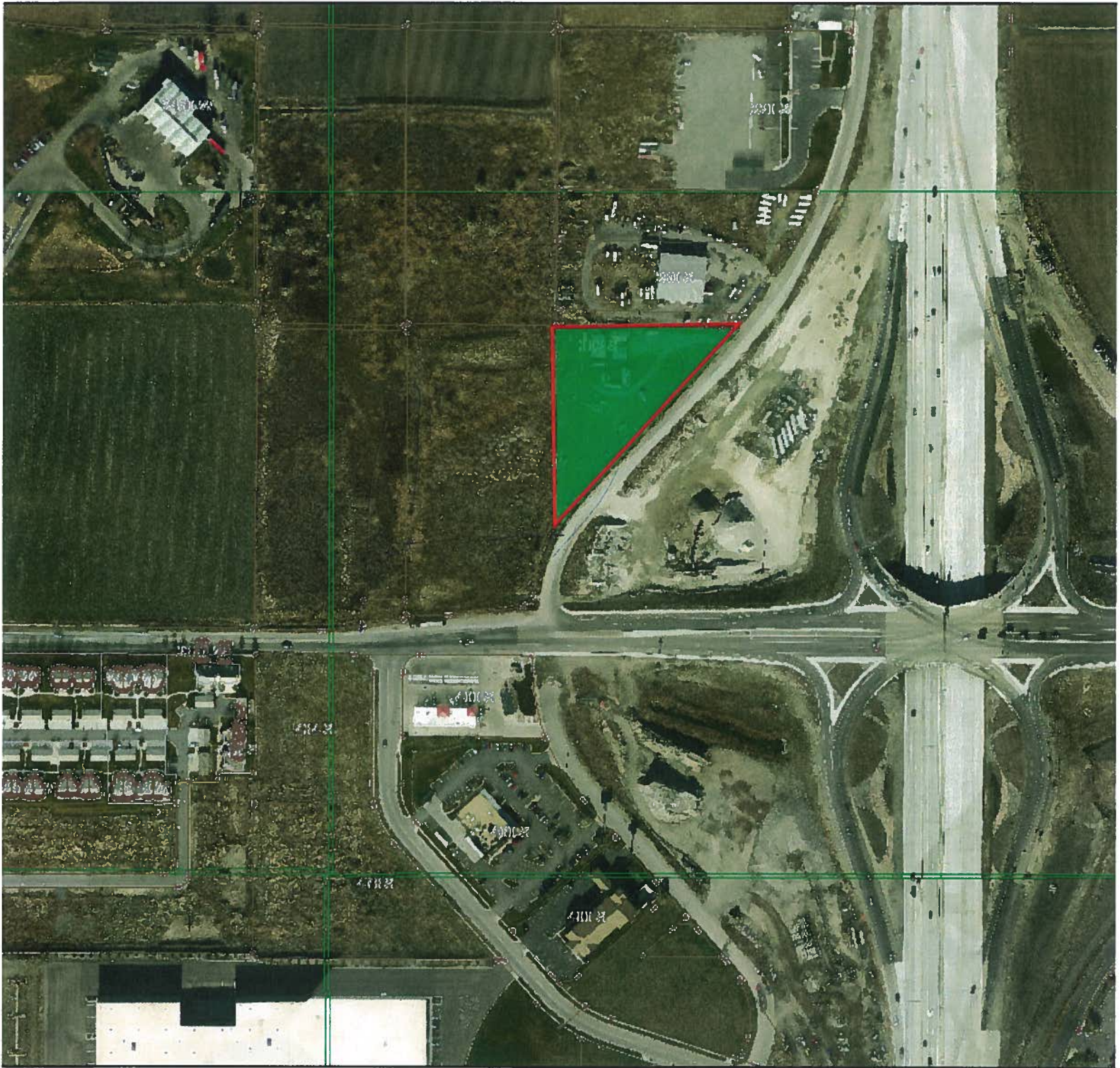




EXHIBIT 3
UDOT Parcel Layton

EXHIBIT 2
UDOT Parcel in American Fork



EXHIBIT 4 I-15/SR-77 Springville
Frontage Road Realignment

